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CLAIMS

1. A drive power transmitting system for a vehicle, comprising:

a pair of drive shafts for transmitting drive power from a source of
5 drive power to left and right independently suspended wheels;

right and left constant velocity joints connected to respective opposed
ends of the drive shafts; and

a case provided on a vehicle body,

wherein the right and left constant velocity joints are supported by the
10 case and designed to be individually removably connected to the vehicle body.

2. A drive power transmitting system according to claim 1, further comprising
connecting units provided on the left and right constant velocity joints for
connecting the respective constant velocity joints to the case such that the
15 constant velocity joints are removably connected to the case individually.

3. A drive power transmitting system according to claim 1, further comprising
a driven sprocket to which the drive power from the drive power source is
transmitted, the driven sprocket being provided astride the right and left
20 constant velocity joints.

4. A drive power transmitting system according to claim 2, wherein each of
the constant velocity joints includes a housing forming part of the constant
velocity joint, and each of the connecting units includes a tubular member
25 detachably supported by the case, a bearing fixed within the tubular member
for rotatably supporting the housing and sealing members disposed on both
sides of the bearing for sealing between the tubular member and the housing.

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5. A drive power transmitting system according to claim 4, further comprising a driven sprocket to which the drive power from the drive power source is transmitted, and wherein the left and right housings are disposed in close proximity to each other and have outer peripheral portions, and the driven sprocket is detachably connected to the outer peripheral portions of the housings.

6. A drive power transmitting system according to claim 5, wherein the housings comprise cup-shaped members having the outer peripheral portions to which the driven sprocket is detachably connected, each cup-shaped housing having a bottom, each constant velocity joint having one part pivotably connected to the inside of the housing in such a manner as to allow the housing to slide relative to the one part axially of the housing, the driven sprocket having engaging areas for engaging the housings, a distance between the bottom of the cup-shaped housing and the one part of the constant velocity joint being larger than a length of each engaging area of the driven sprocket.

7. A drive power transmitting system according to claim 5, wherein the driven sprocket is provided transversely centrally of the vehicle in lined relation to a crankshaft center within the drive power source provided on the vehicle body.

8. A drive power transmitting system according to claim 5, wherein the driven sprocket has an engagement portion engageable with a tool from a lateral side thereof to retain the driven sprocket in the case when the driven sprocket is assembled to the housings.

9. A drive power transmitting system according to claim 8, wherein the engagement portion and the case have a plurality of holes, and the driven

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sprocket is retained in the case by insertion of the tool through the holes of the engagement portion and the case.

10. A drive power transmitting system according to claim 2, wherein the case
5 has a lower portion supported by a pair of left and right under frames provided on the vehicle body, the drive power from the drive power source being transmitted to a driven sprocket disposed proximately to the right and left under frames and above a space defined between the under frames.
- 10 11. A drive power transmitting system according to claim 1, wherein the drive shafts are connected to a pair of left and right rear wheels, the vehicle is designed to travel on a rough terrain, and the independent suspension comprises a double wishbone independent suspension which includes upper arm members and lower arm members.
- 15 12. A drive power transmitting system according to claim 1, wherein the case comprises a left case member for connecting the left constant velocity joint to the vehicle body, and a right case member for connecting the right constant velocity joint to the vehicle body, the left and right constant velocity joints
20 being designed to be individually removably connected to the vehicle body.
13. A drive power transmitting system according to claim 11, wherein the constant velocity joints include housings having left and right extending portions each provided at one end of the housing for supporting a driven
25 sprocket to which the drive power from the drive power source is transmitted.
14. A drive power transmitting system according to claim 12, wherein the left and right constant velocity joints include left and right housings having left

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and right extending portions each provided at one end of the housing for supporting a driven sprocket to which the drive power from the drive power source is transmitted, the left and right housings being leftward and rightward slidable relative to the left and right case members, respectively, the extending
5 portion having a length smaller than a slide distance of the housing.